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(54) **STRESS REDUCTION FEATURE TO IMPROVE FUEL NOZZLE SHEATH DURABILITY**

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F02C 1/00 (2006.01)
F23R 3/28 (2006.01)
F23R 3/06 (2006.01)
F23R 3/54 (2006.01)

(52) **U.S. Cl.**

CPC . ***F23R 3/283*** (2013.01); ***F23R 3/06*** (2013.01); ***F23R 3/54*** (2013.01); *F23R 2900/00005* (2013.01); *F23R 2900/00018* (2013.01)

USPC **60/772**; 60/740

(58) **Field of Classification Search**

USPC 60/740, 742, 747, 748; 239/399, 403, 239/533.2

See application file for complete search history.

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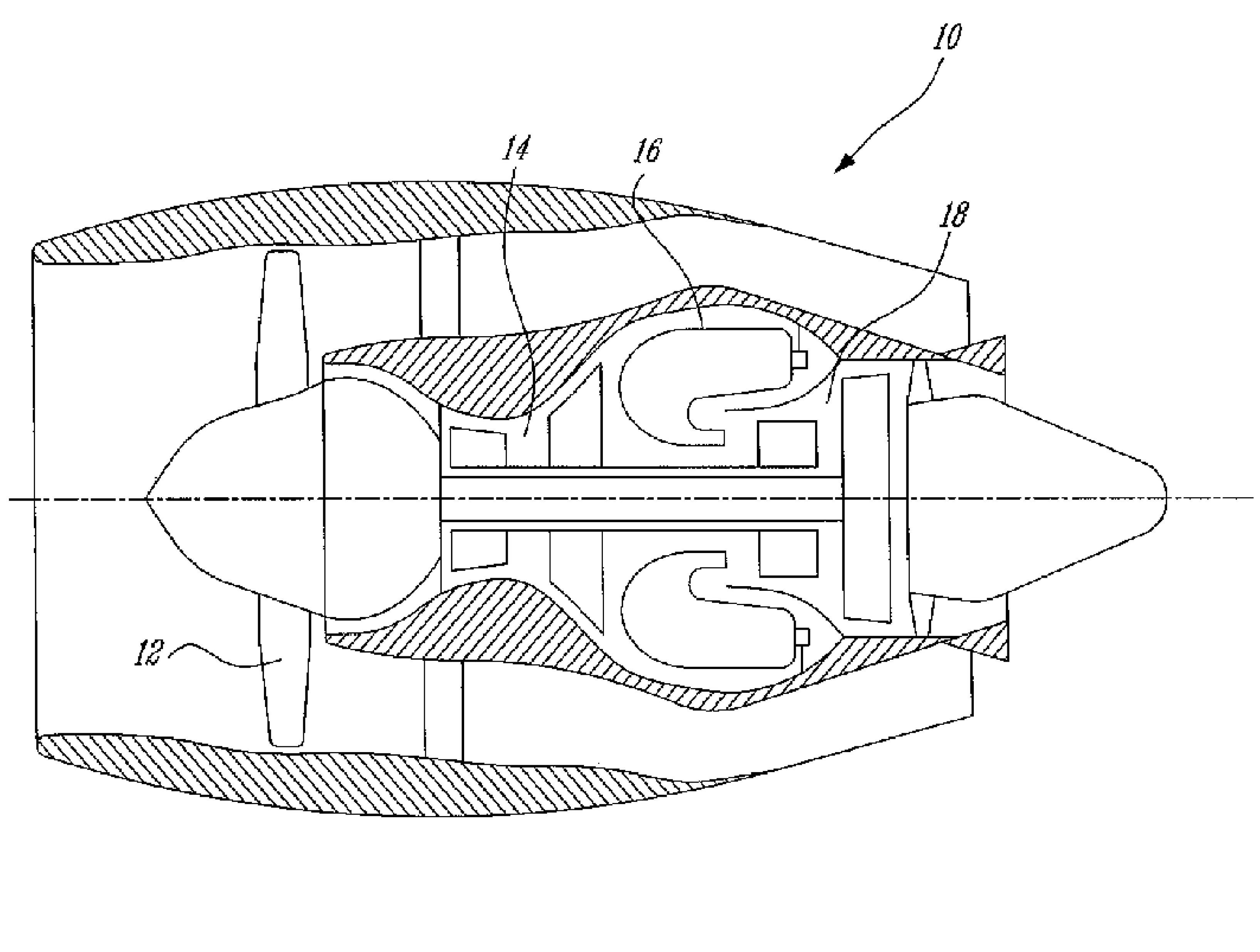
(57) **ABSTRACT**

A fuel nozzle sheath has a lateral opening for admitting air about a nozzle stem. The stress distribution along the perimeter of the window is smoothed out by increasing the corner radius of the window corner presenting higher stress concentration.

3 Claims, 3 Drawing Sheets



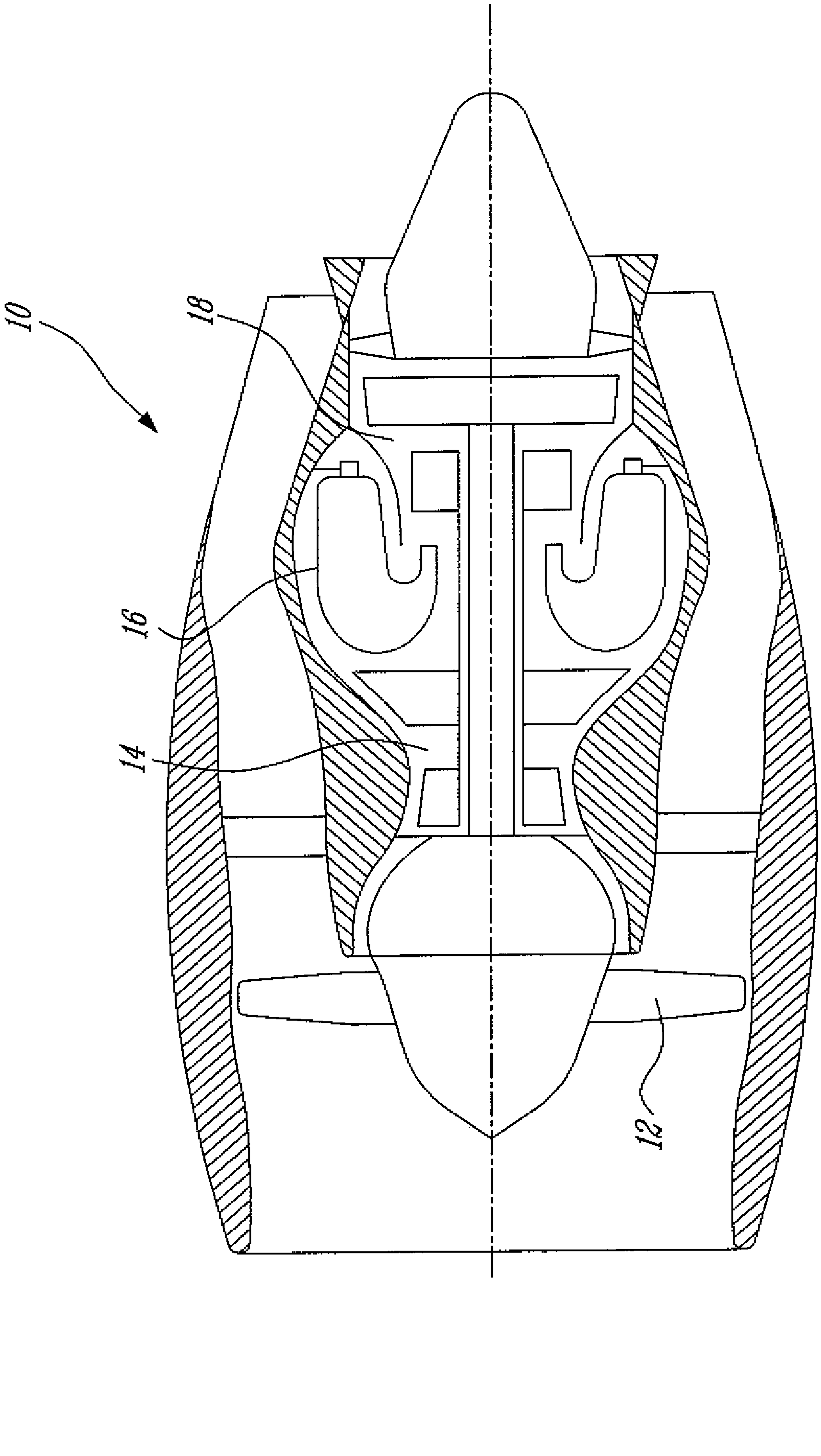
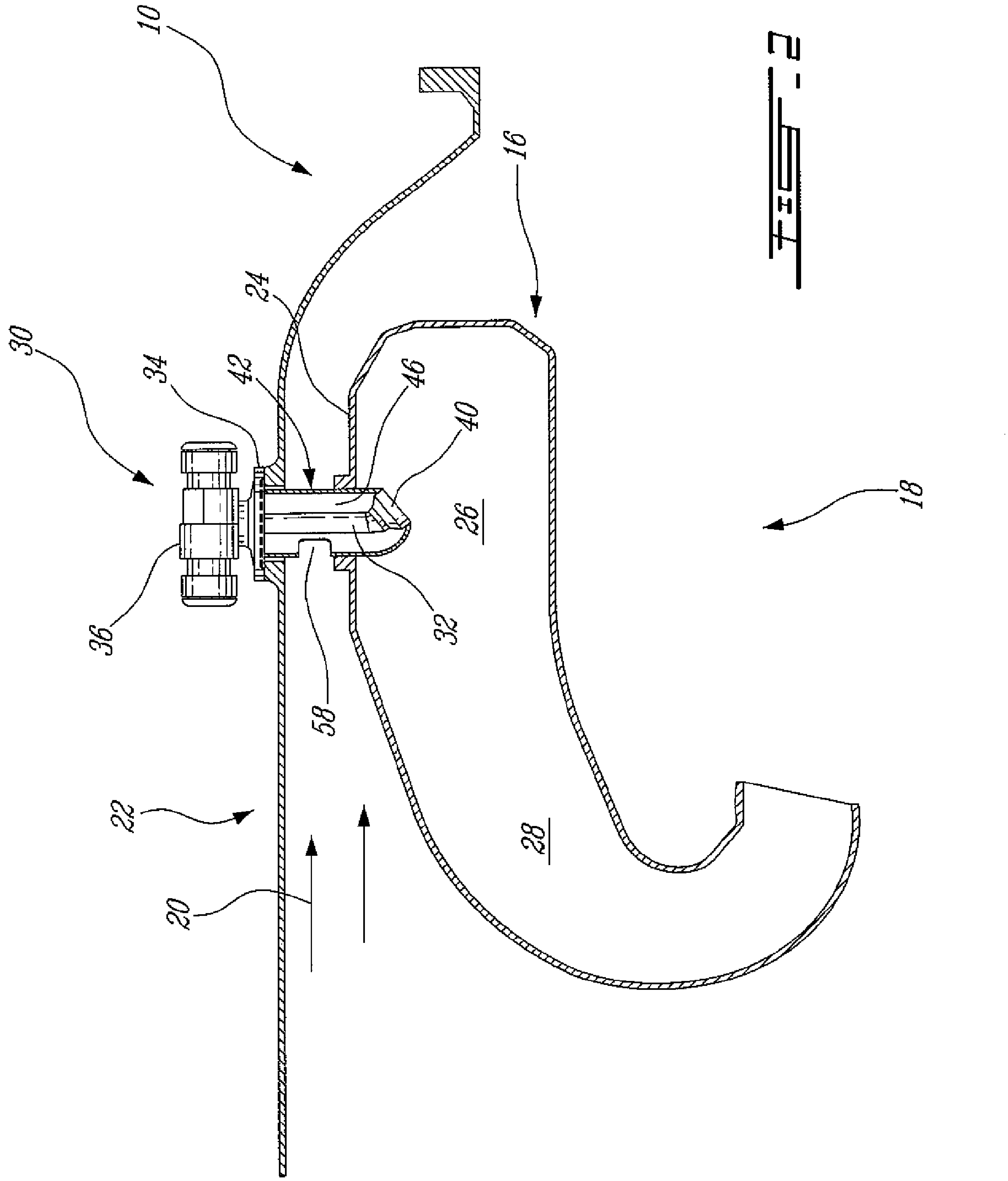


FIG. 1


10
16
24
30
34
42
46
40
18
26
36
32
58
28
22
20
FIG-2

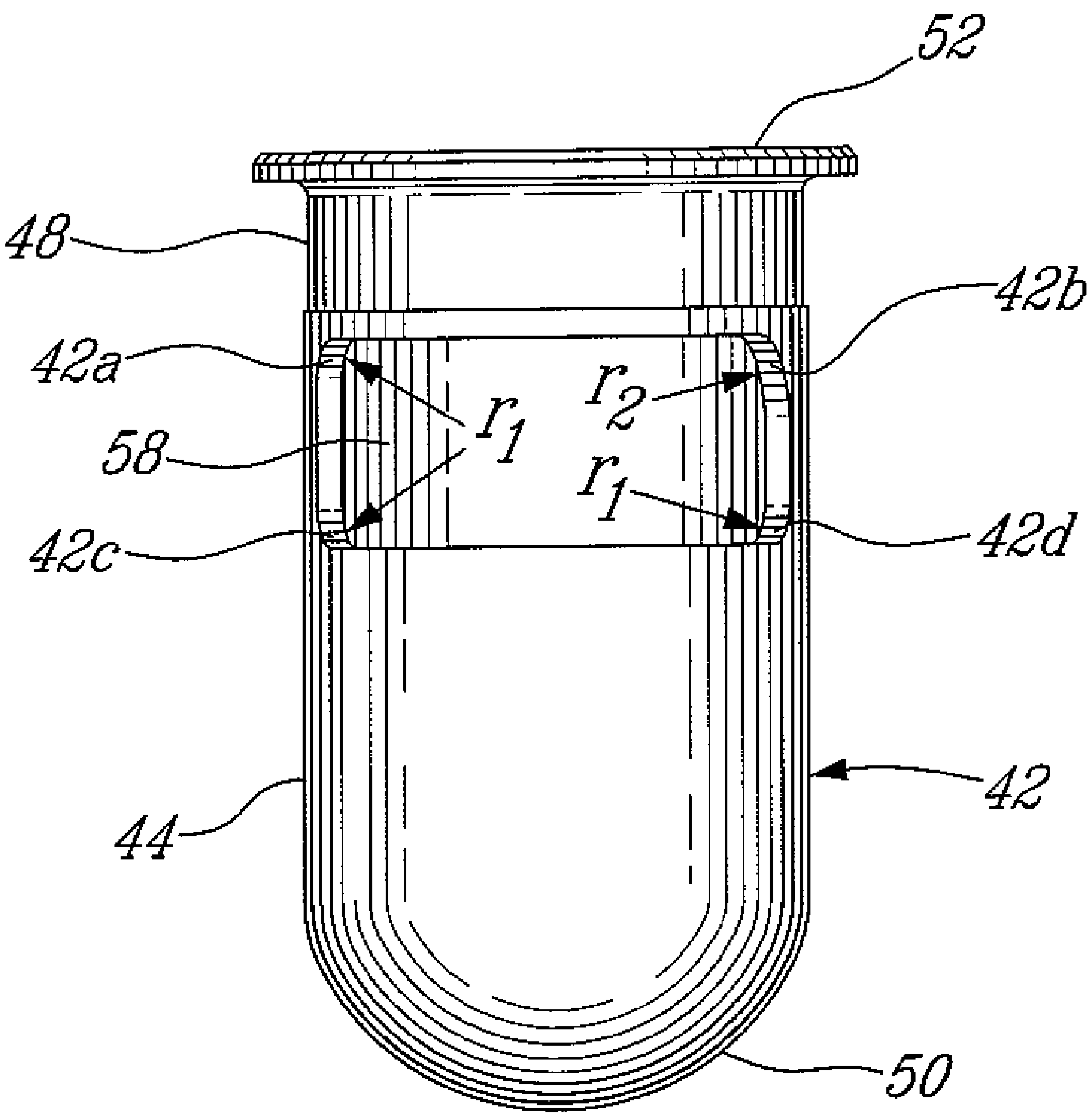

52
48
42a
42b
58
r2
r1
r1
42c
42d
44
42
50

FIG. 3

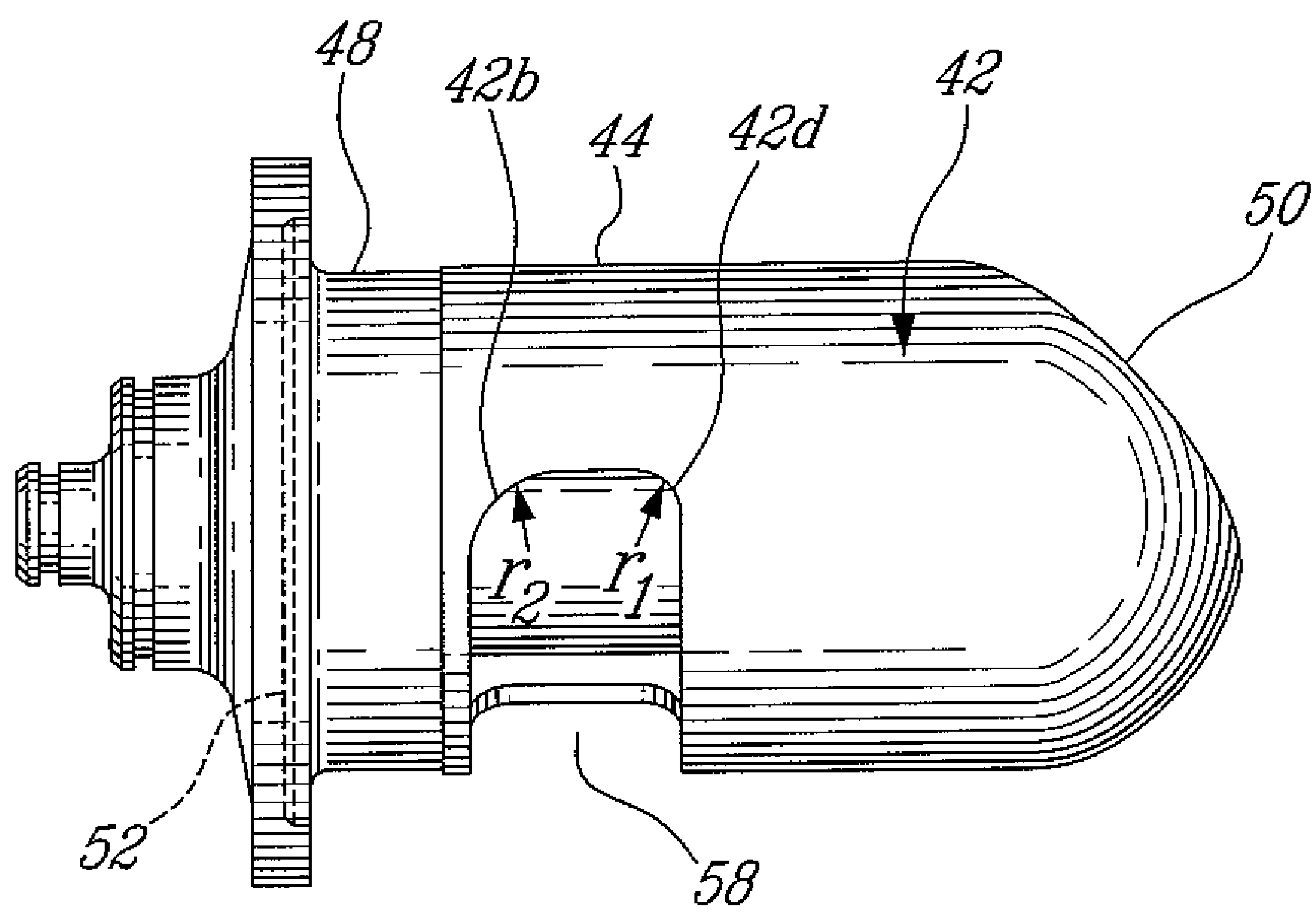

48
42b
44
42d
42
50
r2
r1
52
58

FIG. 4

STRESS REDUCTION FEATURE TO IMPROVE FUEL NOZZLE SHEATH DURABILITY

RELATED APPLICATIONS

The present application is a Divisional of U.S. patent application Ser. No. 11/750,584, filed May 18, 2007, now U.S. Pat. No. 8,196,410 issued on Jun. 12, 2012, the entire content of which is incorporated by reference herein.

TECHNICAL FIELD

The invention relates generally to a fuel nozzle for gas turbine engines and, more particularly, addresses stress concentration in fuel nozzle sheaths.

BACKGROUND OF THE ART

In use, fuel nozzle sheaths are submitted to relatively severe stresses. This significantly impedes the service life of the nozzle sheaths. Stress concentration zones in the sheath may lead to sheath deformations. Large sheath deformation should be avoided to prevent load transfer from the combustion shell to the fuel nozzle stem via the nozzle sheath. Sheath deformations can also result in fretting damage on the fuel nozzle stem.

Accordingly, there is a need to provide a solution to the above mentioned problems.

SUMMARY

In one aspect, there is provided a fuel nozzle sheath adapted to be mounted about a gas turbine engine fuel nozzle stem having a spray tip, the sheath comprising a tubular body having a perimeter and extending longitudinally from a first end to an opposite second end, the first end being adapted to surround an inlet portion of the fuel nozzle stem while the second end surrounds the spray tip, and a lateral opening defined through the tubular body and extending longitudinally along at least a portion of said perimeter, said lateral opening having four corners, the radius of at least one of said corners being larger than the radii of the other corners.

In another aspect, there is provided a gas turbine engine fuel nozzle comprising: a fuel conveying member defining at least one fuel passage, a spray tip connected in fluid flow communication with said at least one fuel passage, said spray tip having an air discharged openings, a sheath provided about said fuel conveying member, an air passage defined between said fuel conveying member and said sheath, said air passage leading to said air discharged openings, a window defined in said sheath for supplying air to said air passage, said window being circumscribed by an edge having at least one corner presenting a stress concentration, and wherein said stress concentration is smoothed out by increasing a radius of curvature of said corner.

In a still further aspect, there is provided a method of smoothing out a stress distribution in a fuel nozzle sheath mounted about a fuel conveying member of a fuel nozzle, the fuel nozzle sheath defining a lateral window for supplying air about the fuel conveying member, the method comprising: reducing a stress concentration at a first corner of said window by increasing a corner radius of said first corner.

DESCRIPTION OF THE DRAWINGS

FIG. **1** is a schematic cross-sectional view of a gas turbine engine;

FIG. **2** is an axial cross-sectional view of a reverse flow combustor of the gas turbine engine showing a fuel nozzle;

FIG. **3** is a front elevation view of a tubular sheath of the fuel nozzle, the sheath having a window with different corner radii; and

FIG. **4** is a side view of the fuel nozzle illustrating the radius difference between a top corner and a bottom corner of the window defined in the sheath.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

FIG. **1** illustrates a gas turbine engine **10** of a type preferably provided for use in subsonic flight, generally comprising in serial flow communication a fan **12** through which ambient air is propelled, a multistage compressor **14** for pressurizing the air, a combustor **16** in which the compressed air is mixed with fuel and ignited for generating an annular stream of hot combustion gases, and a turbine section **18** for extracting energy from the combustion gases. The resulting high temperature combustion gases are used to turn the turbine section **18** and produce thrust when passed through a nozzle.

Reference is now made to FIG. **2** of the drawings which illustrates one exemplary embodiment of the combustor **16**. The combustor **16** shown is a reverse flow combustor **16**, however it should be understood that other types of combustor, such as an axial flow combustor, may have also been exemplified. The combustor **16** is fixedly mounted by suitable means in an air flow path, designated generally by arrows **20**, and receiving air from the compressor **14** or any other source of air. More particularly, the combustor **16** is mounted within the engine casing **22** which defines an annular or cylindrical flow path. The combustor **16** comprises an annular or cylindrical shell **24** which defines a primary combustion zone **26** and a dilution zone **28**. Mounted to the engine casing walls **22** is a plurality of fuel nozzles **30**, only one of which is shown in FIG. **2**. The fuel nozzle **30** extends through the engine casing **22** and the combustor shell **24** such that it is in fluid flow communication with the primary combustion zone **26**.

The fuel nozzle **30** exemplified in FIG. **2** comprises a fluid conveying member or stem **32** having a mounting flange **34**. The stem **32** is adapted to be coupled at its inlet end to a fuel manifold adapter **36** and at its outlet end **38** to a spray tip assembly **40**. Accordingly, the spray tip assembly **40** is coupled through the stem **32** to the fuel manifold adapter **36** which is connected to a fuel injector (not shown). The configuration of the stem **32** allows for the fuel supplied by the fuel injector to be directed from the fuel manifold **36** to the spray tip assembly **40**. The fuel is then atomized by the spray tip assembly **40** for ignition in the primary combustion zone **26**, as is well known in the art.

The fuel nozzle **30** also comprises an open ended tubular sheath **42** having a sidewall **44** that surrounds the stem **32** defining an annular flow passage **46** therebetween. In addition of protecting the stem **32** from the hot combustion gases, the sheath **42** provides support to the combustor shell **24** axially and circumferentially while allowing relative radial movement to occur therebetween. As shown in FIGS. **3** and **4**, the sheath sidewall **44** extends from an inlet end **48** to an outlet end **50**. A mounting flange **52** is provided at the upper end of the sheath **42** for securing the sheath **42** to the undersurface of flange **34** of stem **32** by any appropriate means, such as by brazing or welding. Clipping means could also be used to detachably attach the sheath **42** in position about the stem **32**. The sheath **42** is preferably of unitary construction and has a generally cylindrical shape which is angularly truncated at the outlet end **50** to define a slanted opening configured to accommodate the spray tip **40**, as shown in FIG. **2**. A lateral air supply window or opening **58** is defined in the sidewall **54** at the inlet end **48** of the sheath **42**. As shown in FIG. **2**, the opening **58** is disposed in the air flow path **20** in facing relationship with the incoming discharged compressor air. The opening **58** connects the annular air flow passage **46** in fluid flow communication with the air flow path **20**. According to the embodiment illustrated in FIGS. **3** and **4**, the opening **58** has a generally elongated rectangular shape and extends about 50% of the circumference of the sheath **52**. The window width is generally comprised in a range of about 35% to about 41% of the circumference of the sheath **42**. The window **58** has a width to height ratio in the range of 2.1 to 2.5.

The presence of such a relatively large window in the sheath **42** makes it vulnerable to high stress and might result in large sheath deflection. Large sheath deformations are to be avoided since they can potentially result in load transfer from the combustor shell **24** to the stem **32**, thereby reducing the fatigue life of the stem **32**. Sheath deflection should also be avoided in order to minimize contact stress and prevent fretting damages between the sheath **42** and the stem **32**. Accordingly, stress concentration in the sheath **42** is to be avoided.

Applicants have found through analytical methods, such as finite elements, and testing procedures that the window top corner **42***b* is subject to higher stresses than the other corners **42***a*, **42***c* and **42***d* and as such is more likely to give rise to sheath deflection. It is herein proposed to reduce the stresses in the top corner **42***b* by increasing stresses in the other corners **42***a*, **42***c* and **42***d* where the level of stress has been identified as being lower. This can be achieved by increasing the corner radius in corner **42***b* and reducing the radii of the other corners **42***a*, **42***c* and **42***d*. Reducing the corner radius at corners **42***a*, **42***c* and **42***d* has for effect of increasing the level of stress thereat. Conversely, by increasing the corner radius of corner **42***b*, the stress thereat is reduced. This provides for a more uniform distribution of the stress along the window perimeter.

According to one embodiment, the corners **42***a*, **42***c* and **42***d* have a corner radius **r1** equal to 0.090", whereas corner **42***b* has a corner radius **r2** equal to 0.180" that is two times greater than radius **r1**. It is understood that other **r1**/**r2** ratios could be used as well to smooth out the stress distribution about the window **58**. For instance, the ratio **r2**/**r1** could be comprised between about 1.5 to about 2.0.

In use, the sheath **42** supports the combustor shell **24** axially and circumferentially while providing freedom of movement in the radial direction. As shown in FIG. **2** the aperture **58** in the tubular sheath **52** faces the air flow path **20** so as to intake oncoming compressor discharged air. The sheath **52** with its window **58** captures the dynamic head that is imposed by the incoming compressor air. The captured air flows along the annular air passage **46** towards the spray tip **40** coupled to the outlet end **50** of the sheath **52**. The air is ejected into the primary combustion zone **26** through air openings defined in the spray tip **40** in order to atomize the fuel delivered through the stem **32**. The selected increased and reduced corner radius **r2** and **r1** ensure proper stress distribution in the sheath **42**, thereby preventing combustor load transfer on the nozzle stem **32** through the sheath **42** during normal engine operations.

The above description is meant to be exemplary only, and one skilled in the art will recognize that changes may be made to the embodiments described without department from the scope of the invention disclosed. For example, the sheath **42** could have a different configuration than the one shown and herein described. The shape of the sheath is not limited to cylindrical and the term "cylindrical" should be herein broadly construed. It should also be understood that the tubular sheath may be attached to the fuel adapter and spray tip assembly in many different ways. The window does not necessarily have to be rectangular. Other shapes are contemplated as well as long as they provide adequate air supply to the fuel nozzle. Still other modifications which fall within the scope of the present invention will be apparent to those skilled in the art, in light of a review of this disclosure, and such modifications are intended to fall within the appended claims.

The invention claimed is:

1. A method of smoothing out a stress distribution in a fuel nozzle sheath mounted about a fuel conveying member of a fuel nozzle, the fuel nozzle sheath comprising a tubular body having a perimeter and extending axially from an upstream end to a downstream end, and a lateral window defined through the tubular body and extending longitudinally along at least a portion of the perimeter at a location between said upstream and downstream ends, the method comprising: establishing a stress distribution along the window outline, and identifying a first inside corner of the lateral window which is subject to higher stresses, reducing a stress concentration at said first inside corner of said window by increasing a corner radius of said first corner relative to a radius of curvature of the other inside corners of the window as measured when projected in a same plane.

2. The method of claim **1**, further comprising reducing stresses in said first corner by increasing stresses in the other inside corners of said window, said other inside corners being known to be subject to lower stresses than said first corner during use.

3. The method of claim **2**, wherein increasing stresses in the other corners of the window comprises reducing a corner radius of said other inside corners such as to achieve a more uniform stress distribution between the corners of the window.

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